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expressman, a Russian carpenter, an Australian shipping-clerk, an Italian longshoreman, and an Italian printer. There is nothing to indicate whether these men are of the size and weight of the typical man of the "standard dietary," but it is quite probable that some of them are smaller. Moreover the amount of physical work done by them evidently varies greatly. The diet for an expressman and a shipping-clerk, a longshoreman and a printer should be very different in amount.

It seems worth while to make these criticisms in some detail, as there are indications that danger lurks in the path of the social investigator, if he thinks wrong living conditions can be measured by an arbitrary and uniform rule or that right living conditions may be estimated in the same way.

It remains now to point out, though with undue and seemingly unappreciative brevity, the real value and significance of the book. Attempting to express terms of living in exact statistical values as a basis, the study throws immense light on a large number of living conditions in New York City. The conditions which are in general true of these three hundred and ninety-one families are undoubtedly true of tens or even hundreds of thousands more in New York alone. Shall the civic spirit of our time tolerate such conditions? Is the matter of swelling rents, driving human beings into a kind of housing which should not be endured, a subject beyond public control? Are not health conditions, care of streets, public markets, education, parks, insurance plans, matters which claim consideration in our economic system as much as wages and capital? Let the story of the way people live be told over and over again, as this book tells it, in statistics, in standards, in pictures, in descriptions, until a new light dawns. Then other forces will come into play besides those which the book describes as the two jaws of the vise, viz., wages and prices, "which, contracting and relaxing, fix the possibilities of human well-being." The vise may be a fitting figure to use in this connection, but it is necessary to realize that back of the vise is the man to work it. Human society can control the forces which should serve it in living processes as well as in the material world.

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*L'industrie américaine.* By ACHILLE VIALATE. Paris: Felix Alcan, 1908. 8vo, pp. 492. Fr. 10.

Professor Viallate has furnished in this volume a useful review of the development of American industry, trade, and transportation from the earliest period of modern development down to the present. He divides the book into three main parts—the first, a historical review dealing with protectionism and industrial history from 1789 to 1905; the second, an analysis of conditions of work, modes of business organization, methods and routes of transportation, and modern modes of finance; the third, a discussion of American export business and of projects designed to develop such business, including the upbuilding of a merchant marine, the Panama canal, etc.

There is not much of interest to American readers in the historical portions of *L'industrie américaine*, the ground having been fully covered by writers who were closer to the facts and more fully imbued with the atmosphere of our

industrial and political life. A good deal more, can, however, be said for the discussion of industrial organization and method as well as for the observations of M. Viallate upon the present system of commercial and industrial education and modes of apprenticeship and training in this country. Here there are some shrewd and interesting observations relating to present tendencies, although little of much novel interest has been worked out by the author in the way of facts or statistical analyses. Especially worthy of criticism is the rather unquestioning acceptance of the current cant about the remarkable achievements and endowments of American business men and "captains of industry," as to which there is now so much superficial prating and adulation. M. Viallate, however, practically recognizes the real facts in the case by tacitly admitting that with the wonderful natural resources of the United States and its failure to enact restrictive legislation the captains of industry who have piled up the fabulous fortunes of today could hardly have gone wrong. M. Viallate, too, has devoted himself in this part of his work more largely to description than to critical or constructive analysis, so that he should not be held responsible for what he has not attempted.

Considerable interest attaches to the author's views with reference to the growth of American foreign commerce and its possibilities. He is conservative throughout, but fully appreciative of the opportunities and prospects of our business, both domestic and foreign. Such criticisms as are offered are in good temper and are chiefly open to objection as not going sufficiently far—a defect which, however, may give them the more force with some classes of readers. In the main, while some mistakes have naturally crept into the data employed by M. Viallate—indeed could hardly have been avoided in covering so large a field from largely secondary sources—the volume is an interesting and satisfactory review of American development. It will be of considerable service to foreign readers, and may be looked over with profit by Americans who wish to comprehend something of the European attitude toward the main elements of our business life.

H. PARKER WILLIS

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*The Portland Cement Industry from a Financial Standpoint.* By EDWIN C. ECKEL. New York: Moody's Magazine, 1908. 8vo, pp. 93. \$2.00.

Few industries in this country have seen such growth in recent years as the Portland-cement industry. In 1880 the output was estimated at 42,000 barrels, and it had not quite reached 1,000,000 barrels as late as 1895; but after that date it increased by leaps and bounds, finally mounting to over 48,000,000 barrels in 1907. As a result of this rapid growth the business of promoting cement manufacturing concerns has been booming, apparently in many cases at the expense of the investor, for, according to our author, a study of the cement companies organized in the last five years shows that "of every hundred companies organized not over five will ever pay dividends to the original stockholders sufficient to make a fair interest return on the investment." This condition, as he explains, is "not due to any radical unsoundness in the cement industry itself as compared to any other important line of industrial activity, but to the unsound manner in which too many of the recent cement projects